Approved For Release 2002/10 6 CIA-RDP63-00313A000500120058-1

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S August 1763

SEMESTATION FOR THE RECORD

MILITATI : UNIANT - Engine Foreign Object Damage

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- at _____ stended by the EECI, there have been five lostances of known stended by the EECI, there have been five lostances of known stronger foo in the A-12 and AP-12 aircraft. Three of these five instances occurred prior to aircraft first flight, two involving the AF-12 aircraft #1001 and one involving the A-12 aircraft #127.
- In the last mentioned above and was sustained 2 August in the left nacelle of aircraft 127 during ground runs prior to first flight in spite of stringent personnel and quality control measures and cleaning procedures implemented as a result of the 6 May meeting. It should be recalled that aircraft 127 was the last A-12 assembled in Burbank prior to implementation of the meetile shake operations, designed to remove foreign meterial prior to final assembly. This procedure is effective with sireraft 120 and up.
- 3. One of the five instances of J50 engine FOD, minor in nature and already repaired in the field, was suctained 5 August in the right nacelle of aircraft 125 daring pre-flight but after 8 hours and 43 minutes of damage-free flight time. This damage is reportedly attributed to the failure of a ground test exhaust noise suppressor and therefore was not induced by the aircraft itself.
- 4. Up to the 6 my 1963 meeting, 143 hours of installed JSS engine that held been accommisted since initiation of the flight test programmering this period fourteen JSS engines suffered FOD with eight of these being major damages. For this period, this reflects a mean time between JSS FOD of 10.2 hours and a mean time between major JSS FOD of 17.9 hours.

Since the 6 May 1963 meeting, which marked the implementation of corrective action, approximately 120 hours of installed J50 engine time has been accomplated. During this current period, five J50 engines suffered POD with one of these resulting in major damage. This reflects a mean time between J50 FOD of 24.0 hours and a seen time between major J50 FOD of 120 hours.

5. Original reports indicated that two JJO engines sustained FOD on 5 August in aircraft JLM during pre-flight ground runs after extensive

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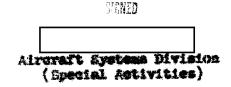
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inlet duct modifications made for the purpose of exploring a redistribution of cirflow designed to improve the aircraft "roughness" phenomenon associated with the airflow mis-match problem. Later reports, however, indicate that these damages were internally induced by the engines and therefore they are not considered as foreign object damages. Engine inspection so far has not firmly determined this point although indications point to the engine itself as the ultimate cause.

Hendquarters position, however, as presented to Lockheed by the Hendquarters FOD Committee representative prior to the above ground run, was end still is one of strong concern in that the inlet nacelle modifications to this niveraft have resulted in a configuration westly more susceptible to FOD than existed prior to the modifications. Mr. Johnson personally has been made swere of this concern and has been acquainted with the recommended steps to reduce the susceptibility to damage.

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